

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

99-26-15 AIRBUS: Amendment 39-11475. Docket 98-NM-248-AD.

Applicability: Model A300 B2 and B4 series airplanes, manufacturer serial numbers 003 through 156 inclusive, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct stress corrosion cracking of the inner skin panel of the longitudinal lap joint, which could result in rapid depressurization of the airplane, accomplish the following:

Initial Inspection

(a) Within 400 flight cycles after the effective date of this AD, perform an external eddy current inspection for cracking of the inner skin panel of the longitudinal lap joint between frames 65 and 72 at stringer 57, in accordance with Airbus Service Bulletin A300-53-305, Revision 1, dated January 29, 1999.

Repetitive Inspections

(b) If no cracking is detected during the inspection performed in accordance with paragraph (a) of this AD: Thereafter, perform an internal or external eddy current inspection, as specified in paragraphs (b)(1) and (b)(2) of this AD, as applicable; at intervals not to exceed 1,250 flight cycles or

7 months, whichever occurs first; in accordance with Airbus Service Bulletin A300-53-305, Revision 1, dated January 29, 1999; until the requirements of paragraph (e) of this AD have been accomplished.

(1) If the most recent inspection was an internal eddy current inspection, perform an external eddy current inspection of the inner skin panel of the longitudinal lap joint.

(2) If the most recent inspection was an external eddy current inspection, perform an internal eddy current inspection of the inner skin panel of the longitudinal lap joint.

Corrective Actions

(c) If any cracking is detected during any inspection performed in accordance with paragraph (a) or (b) of this AD, prior to further flight, accomplish the actions required by either paragraph (c)(1) or paragraph (c)(2) of this AD.

(1) Repair the inner skin panel of the longitudinal lap joint in accordance with Airbus Service Bulletin A300-53-305, Revision 1, dated January 29, 1999. Thereafter, repeat the inspection of areas in which no cracking is detected at the interval specified in, and in accordance with, paragraph (b) of this AD; and repeat the inspection of the repaired area at the intervals specified in the service bulletin, in accordance with the service bulletin. If any cracking is found in the repaired area during any repetitive inspection, prior to further flight, repair in accordance with the service bulletin.

Note 2: Airbus Service Bulletin A300-53-305, Revision 1, dated January 29, 1999, references Airbus Structural Repair Manual Chapter 53-17-00, as an additional source of service information to accomplish the repair specified in paragraph (c)(1) of this AD.

(2) Modify the inner skin panel of the longitudinal lap joint in accordance with Airbus Service Bulletin A300-53-306, dated September 5, 1995, and accomplish the requirements of paragraph (d) of this AD.

(d) For airplanes modified in accordance with Airbus Service Bulletin A300-53-306, dated September 5, 1995: Inspect the modified inner skin panel of the longitudinal lap joint to detect cracking at the applicable threshold and repetitive intervals specified in Table 1A, 1B, or 2 of Airbus Service Bulletin A300-53-211, Revision 5, dated April 29, 1999, in accordance with Airbus Service Bulletin A300-53-211, Revision 5. If any cracking is found during any repetitive inspection, prior to further flight, repair in accordance with Airbus Service Bulletin A300-53-211, Revision 5.

Optional Modification

(e) Modification of the inner skin panel of the longitudinal lap joint in accordance with Airbus Service Bulletin A300-53-306, dated September 5, 1995, constitutes terminating action for the repetitive inspections required by paragraph (b) of this AD. Such modification does not terminate the repetitive inspections required by paragraph (d) of this AD.

Alternative Methods of Compliance

SUMMARY: The Federal Trade Commission Rules of Practice are being amended to reflect a reconfiguration of the Commission's Regional Office structure and operations.

EFFECTIVE DATE: December 21, 1999.

ADDRESSES: Requests for copies of the **Federal Register** notice should be sent to the Consumer Response Center, Room 130, Federal Trade Commission, 600 Pennsylvania Avenue, NW, Washington, DC 20580. The notice announcing the changes is available on the Internet at the Commission's website, "<http://www.ftc.gov>".